

Analysis shows insignificant impact to Air Quality



Source: AECOM

Emissions from Construction

Emissions (in Tons per Year)

2024 Project Construction	CO	VOC ^(a)	NO ₂ ^(a)	SO ₂	PM ₁₀	PM _{2.5}
Vehicles and Equipment ^(b)	29.4	2.08	7.71	0.074	3.04	0.36
Significance Threshold	100	100	100	100	100	100
Emissions Below Significance Threshold	Yes	Yes	Yes	Yes	Yes	Yes

Abbreviations

CO = Carbon Monoxide

VOC = Volatile Organic Compounds

NO₂ = Nitrogen Dioxide

SO₂ = Sulfur Dioxide

PM₁₀ = Particle Pollution (less than 10 micrometers in diameter)

PM_{2.5} = Particle Pollution (less than 2.5 micrometers in diameter)

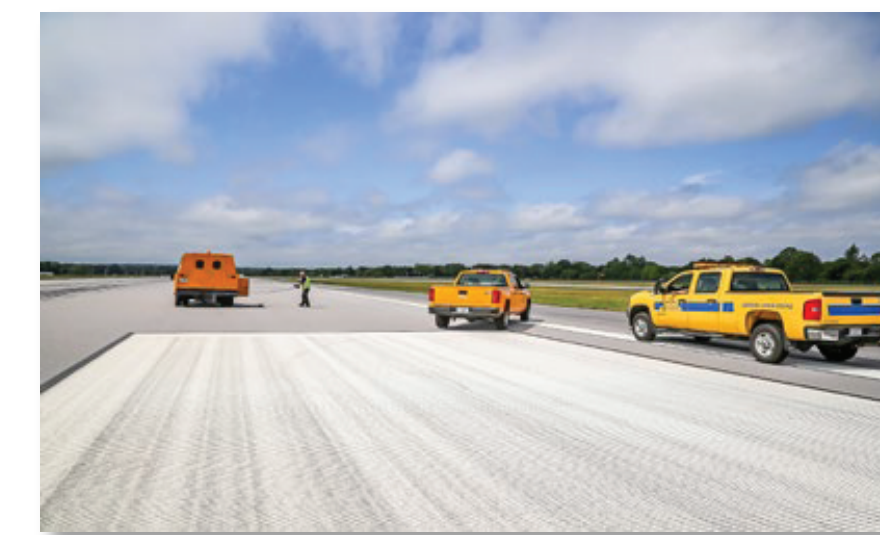
Notes

(a) Following standard industry practice, ozone was evaluated by estimating ozone precursors NO₂ and VOCs.

(b) Total emissions inventory for all demolition and construction activities.

(c) 2026 net operational emissions (i.e., Proposed Action minus No Action).

Source: Table 5-2 in the Draft Environmental Assessment



Source: RIAC

Emissions from Operations

Emissions (in Tons per Year)

2026 Project Operations	CO	VOC ^(a)	NO ₂ ^(a)	SO ₂	PM ₁₀	PM _{2.5}
Aircraft	326.7	43.38	211.42	20.27	2.02	2.02
Auxiliary Power Units	12.48	0.94	8.97	1.31	1.23	1.23
Ground Service Equipment	42.05	1.59	3.8	0.03	0.25	0.23
Vehicles on Roadways	1.53	0.09	2.77	0.00	0.04	0.04
Subtotal With Project	382.76	46.00	226.96	21.61	3.54	3.52
No Project Alternative	338.29	32.1	198.76	19.76	3.21	3.19
Net Difference ^(c)	44.47	13.9	28.2	1.85	0.33	0.33
Significance Threshold	100	100	100	100	100	100
Emissions Below Significance Threshold	Yes	Yes	Yes	Yes	Yes	Yes

Conclusion: The results of the air quality analysis indicate that the incremental increase in air emissions caused by construction and operation of the proposed project would be of no significance.

